

CONTRACT CHANGE ORDER MEMORANDUM

TO: Tony Anziano, Program Manager /		FILE: E.A. 04 - 0120F4		
FROM: Kannu Balan, Senior TE		CO-RTE-PM SF-80-13.2/13.9		
CCO#: 183		SUPPLEMENT#: 0	Category Code: CHPK	CONTINGENCY BALANCE (incl. this change) \$114,954,692.58
COST: \$418,962.00		INCREASE <input checked="" type="checkbox"/>	DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
CCO DESCRIPTION: Traveler Actuator Modifications		PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE		
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 3

THIS CHANGE ORDER PROVIDES FOR:

Increasing the fillet weld size around the traveler suspension connection boss. Revising the traveler actuator assemblies and E2/E3 bikepath traveler suspension. Changing the epoxy bonding material on the traveler rail sliding supports. Replacing the safety railing on the SAS traveler balcony with a foldable safety railing. Relocating traveler sumps. Adding support framing and mesh bird screening for control stations. Shortening the traveler rails at PP 8.5. Compensating for extended overhead costs for 60 days of delay to WMI shop. Compensating for additional detailing and land rental for the space occupied by the travelers testing rack.

The weld size increase is required to preserve the intended factor of safety in the traveler suspension system, as identified by the project designer. The actuator assembly is revised based upon a loading condition that was not considered in the original design. This condition involves one actuator stalling out before the other and causing a load case of full torque on one actuator, which could apply a force to the structure that would be detrimentally large. This change order revises the internal dimensions of the actuators to reduce the load screw over-travel upon retraction, increases the minimum protective boot dimension, revises the stop plate, and adds reinforcing gussets. The Reltek epoxy will provide better adhesion and the Contractor will be compensated for additional material and surface preparation costs. Foldable rails will increase the clearance between the SAS traveler balcony and the Tower/MEP platform. The skew sensor assembly interferes with opening the cover for the sump. The opening at the bottom of the control station will be closed off to prevent birds from entering. The traveler rails are cut to avoid interference with a MEP pipe at Pier W2. The Contractor's subcontractor Westmont Industries (WMI) is being compensated for 60 days of extended overhead costs incurred due to the delayed testing of the E2/E3 Eastbound traveler. Testing of the first traveler was scheduled for November 2011, but was delayed to January 2012 because of delays to the actuator delivery. WMI is also compensated for additional detailing costs due to changes to the traveler and land rental since they lease the land that will be needed until traveler testing is complete, the test rack is removed, and the site is restored.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 2343, 2460, 2498, 2516, and 2540 with respect to changes listed above.

The cost of this change order is \$310,542.00 lump sum and \$108,420.00 unit price for a total cost of \$418,962.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from William Casey (Supervising TE), Ken Terpstra (Proj. Manager), Rich Foley (HQ Oversight), Wenyi Long (Bridge Design), Lina Ellis (Maintenance), and Jing Chen (District Design).

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CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	William Casey, Sup TE	Date 3/11/11		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	CT Oversight, Wenyi Long, P.E.	Date 3/16/11	ITEMS	\$0.00	\$0.00
Project Engineer:	District Design, Jing Chen	Date 3/16/11	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Proj Manager, Ken Terpstra	Date 3/26/11	AGREED PRICE	\$108,420.00	\$108,420.00
FHWA Rep.:		Date	ADJUSTMENT	\$310,542.00	\$310,542.00
Environmental:		Date	TOTAL	\$418,962.00	\$418,962.00
Other (specify):	Struct. Maint, Lina Ellis	Date 3/15/11	FEDERAL PARTICIPATION		
Other (specify):	HQ, Rich Foley	Date 3/14/11	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	HQ, Larry Salhaney	Date 3/22/11	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date 1-18-12	FEDERAL FUNDING SOURCE	PERCENT	

